









## Intimations.

Powell's  
Furnishing  
Department

AT

ALEXANDRA  
BUILDINGS,

(FIRST FLOOR)

UPHOLSTERED  
CHESTERFIELDS,  
SETTEES,  
FIXED OR DROP  
ENDS,  
STUFF-OVER

EASY CHAIRS

in a variety of styles,

IN STOCK

ready for covering in  
any tapestry which may  
be chosen, or in loose  
washing covers.

BEDROOM

FURNITURE

A Quantity of full  
Suites always ready for  
delivery in various fin-  
ishes.BEDROOM CHAIRS,  
TABLES,

AND

LOUNGES

"EN SUITE"

BEDSTEADS,  
WIRE MATTRESSES,HAIR AND FIBRE  
MATTRESSES,UPHOLSTERED  
BOX-SPRINGS

AND

BED LINEN  
OF

Every Description.

Hongkong, 28th February, 1910.

## Intimations.

DIOCESAN SCHOOL &amp; ORPHANAGE.

SCHOOL will RE-OPEN TO-MORROW,  
1st March,  
Hongkong, 28th February, 1910. [309]

## NOTICE.

NOTICE is hereby given that a BILL OF EXCHANGE No. 5445 dated the 4th November, 1909, drawn by the Hui Tak Bank of Shanghai, China, on the Hui Tak Bank of Canton, China, for \$40,000.00 (Foreign Dollars) payable 10 days after sight has been LOST and a New Bill of Exchange No. 5448 dated the 27th November, 1909, for a similar amount payable 10 days after sight in lieu of it has since been issued and duly honored and that no transaction taking place under such original Bill of Exchange No. 5445 will be recognised by the undersigned or by any of the parties to such Bill.

Dated the 15th February, 1910

THE YOKOHAMA SPECIE BANK, LIMITED. [303]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a miniature tree standing in a flower-pot. Immediately above the design are the words "TIGER BRAND" and at the foot of the design are the words "BRITISH CIGARETTE CO., LTD."

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED

PERCY H. MILLARD, Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters "滿洲美人" and at the foot of the panel is the Company's name in Chinese characters "英國煙公司".

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED

PERCY H. MILLARD, Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters "滿洲美人" and at the foot of the panel is the Company's name in Chinese characters "英國煙公司".

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED

PERCY H. MILLARD, Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters "滿洲美人" and at the foot of the panel is the Company's name in Chinese characters "英國煙公司".

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED

PERCY H. MILLARD, Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters "滿洲美人" and at the foot of the panel is the Company's name in Chinese characters "英國煙公司".

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED

PERCY H. MILLARD, Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters "滿洲美人" and at the foot of the panel is the Company's name in Chinese characters "英國煙公司".

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of March, at 9.30 A.M.

All claims must reach us before the 6th of March, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS &amp; Co.,

General Agents.

Hongkong, 13th February, 1910. [307]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM ANTWERP, MIDDLESBRO',

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 14th February, 1910. [306]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 1st March, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON &amp; Co., LIMITED,

Agents.

Hongkong, 15th February, 1910. [305]

## FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented, within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th February, 1910. [307]

## "SHIRE" LINE OF STEAMERS.

## LIMITED.

## NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd March, at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on the 3rd March. No claims will be admitted after Goods have left the Godown or they will be recognised if presented after 10 days of the vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON &amp; Co., Ltd.

Agents.

Hongkong, 15th February, 1910. [311]

## MARRIAGE AND LONG LIFE.

Marry if you want to reach a good old age.

Such is the advice which Dr. Jacques Berillon, who is an acknowledged authority, gives to persons of both sexes, and he confirms it with an appeal to statistics. A married man or woman has, he says, three as much chance of a good long life as a bachelor or a spinster. In further illustration of his contention that the wedded life is the best for men, he shows that the mortality among widowers is greater than the average among married men, so he recommends them to look out for a new partner; that is, at any rate if they are under 60 years of age.

Nor is this peculiar to France. Dr. Berillon explains that his father went thoroughly into this interesting question, and obtained statistics from other countries: Germany, Austria, Italy, Sweden, Holland, and Belgium, which completely support this opinion, while he himself has studied later ones in France. So his advice to young men runs:

Marry, you will do well, even from a selfish standpoint. But watch carefully over your wife's health, as even from this egotistical point of view her loss will be a terrible misfortune, for your life depends in a great measure on her own.

Let the ladies take heed, too. And to you, mademoiselle, I give the counsel to marry in your most selfish interest, as married women have less mortality than spinsters of the same age, at least after the age of 20. But the difference is less for women than for men. The mortality among spinsters is much greater than among married women, but it is not twice as great, as is the case of men.

How about the merry widow? Well, Dr. Berillon at any rate does not take a happy view of her lot!

The mortality among widows is distinctly much greater than among married women of the same age. "The sweet state of widowhood" is, on the contrary, fatal to young widows. Their death-rate from 20 to 26 years of age is twice that of married women at the corresponding age.

Yet, as he gallantly puts it, women have less need of us than we have of them. What are the relative positions of the sexes in these statistics? The death-rate is generally less among women than with men of the same age and station. What is the reason? Simply that they are sturdier, and it is no doubt for the same reason that matrimony conduces to longevity.

Married people lead a more regular life. They are more surrounded and therefore more controlled, discreet, though this control may be, and it must be discreet if it is to be useful. Their physical life, like their moral life, is healthier, quieter, more natural. Other explanations may be assigned, but in my opinion they are not worth this one.

Valentinians, weaklings, drunkards, and fast people do not marry so much as the others, so matrimony, it is argued, is the soundest recruit. But it is not a sufficient argument.

If it was, widowers who are also the "elect of marriage," would retain the very low mortality of married men. Well, they have the same death rate as bachelors, and even higher. Perhaps they succumb to the trouble which their loss has caused them. Don't smile. That can happen. I have seen instances of this.

It is clear that everything happens as if the marriage, that is, the regular and normal life, exercised direct action upon the physical and moral life of those who have adopted it. When we live under its laws we gain. When people leave them they suffer.

And demography, which is a moral science, proves that!

The rules of traditional morality which are the foundation of human societies always benefit the nation. And often also they law that as in the present case, those same moral rules are a personal profit to those who conform to them.

Thus does Dr. Berillon point the moral. In the French statistics of one year which he has selected, the deaths per 1,000 men among bachelors between 35 and 40 were nineteen, while those of married men were only eight. Between 55 and 60 the figure was forty-one for the former and twenty-three for the latter. With women at the same ages the mortality was correspondingly twelve and eight between 35 and 40, and twenty-four and eighteen between 55 and 60. The death-rates among widows and divorcees were respectively twelve and twenty-one per 1,000 women.

## HONGKONG AVERAGE MARKET PRICES.

Compiled 18th February 1910, 100 cts. per \$ Max.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yuk Chang 20

" Bullock's Brains—Kao 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 80

" Heart—Ngau Sum 18

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 18

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 12

" Liver—Ngau Co 12

" Tripe (undressed)—Ngau To 6

" Olives Head and Feet—Ngau Chai 10

" Shoulder—Young Shan 20

" Pig's Chittlings—Chi cheung 22

" Brains—Chi Know 12

" Feet—Chi Keok 12

" Fry—Chi Chai 25

" Head—Chi Tau 18

" Heart—Chi Sum 18

" Kidneys—Chi Yiu 18

" Liver—Chi Kon 20

" Pork Chop—Chi Pal Kwai 20

" Corned—Ham Cho Yuk 20

" Leg—Chu Pal 20

" Fat or Lard—Chu Yan 24

" Sheep's Head and Feet—Young Tan 20

" Keok 50

" Heart—Young Sum 20

" Kidneys—Young Yiu 9

" Liver—Young Co 22

" Suckling Pig, To Order—Chu Chai 22

" Suet Beef—Sung Ngau Yan 20

" Mutton—Sung Young Yau 20

" Fat—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

## POULTRY.



## Intimation.



**A. S. WATSON & CO.,**  
LIMITED

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

**Watson's**  
**HYGIENOL,**  
AND  
**BUBONIC PLAGUE!**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings, by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL**  
**DISINFECTANT AND**  
**GERMICIDE**

Price per Pint ..... 50 cents  
" " Gallop ..... \$3.00

**A. S. WATSON & CO.**  
LIMITED.

HONGKONG DISPENSARY  
and  
KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to THE EDITOR, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary notices must be submitted to the Editor by the 10th of the month.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—480 per annum

WEEKLY—\$15 per annum

The rates per quarter and per month proportionately

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents Weekly, twenty-five cents (for cash only).

## BIRTHS.

On February 19, 1910, Shanghai, the wife of H. E. Campbell, of a daughter.

On February 19, 1910, at Shanghai, to the wife of J. Delbourgo, a daughter.

On the 26th February, at No. 4, Humphrey's Avenue, Kowloon, the wife of Mr. T. HUNTER, of a daughter.

## DEATHS.

On February 17, 1910, at Kobe, Japan, W. F. K. Fearon, aged 57.

On February 22, 1910, at Shanghai, Thomas James Smithers, late Chief Engineer, Indo-China S.N. Co., Ltd., aged 51 years.

On February 22, 1910, at Shanghai, Alexander Gray, Examiner, I.M. Customs, aged 40 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 28, 1910.

## PARSIMONIOUS PASSENGERS AND SHIP'S DOCTORS.

In a port of the size and importance of Hongkong, where the shipping trade is one of the chief factors on the prosperity of the Colony owing to its intimate association with a variety of undertakings and industries which are allied to that trade, the average landman cannot but have given a moment's attention to the position of the ship's doctor who is usually regarded as the entertainer-in-chief by the passengers and a necessary evil to the crew. Too often the ship's medical officer has accepted the appointment in the first instance in order to obtain a welcome relief after having

passed his examinations with the full intention of establishing a land practice when the bloom of his ability has been restored by several sea voyages. In other cases the doctor on shipboard has sought the situation because his restricted means do not permit him to establish a practice on shore compatible with his capacity, and he has adopted this method of acquiring a moderate capital. In both instances, however, the ship's doctor frequently finds that he has condemned himself to a life on the briny, which may sound romantic to the uninitiated but is occasionally the very reverse to the principal party interested. No one would go so far as to say "once a ship's doctor always one," but the adage is not altogether without force. The medical man has at the outset of his career voluntarily exiled himself from the great centres of medical activity; he has denied himself the advantages of direct cognisance of medical progress, and withdrawn himself from that association with his medical confreres which is consistent with interchange of views on medical problems, and if he remains for any length of time on shipboard he eventually finds himself regarded as more or less of a back number. Nevertheless he is generally a most conscientious worker at a salary which would be scorned by an assistant clerk. We will not go into the question of the salaries paid to ship's doctors, because that was an unprofitable theme to take up, but there is one aspect of the question which at least merits the consideration of passengers in general, and the parsimonious voyager in particular. It is brought up by a medical contemporary representing the London School of Tropical Medicine and the force of the arguments presented should appeal to a wide body of residents in Hongkong and the Far East. The question in a nutshell is whether a ship's medical officer should be empowered to charge fees from those passengers who are treated en voyage for diseases which are not primarily the result of sea conditions? It is now quite common for great liners to have night to or even over, a thousand souls on board, and everyone knows that such a number will keep a medical man's hands pretty full, whether afloat or ashore. Added to this there is sure to be among the passengers a number travelling for their health, and may include among them cases requiring continuous and anxious care from the port of departure to their destination. Now, the mere fact of such cases travelling in either the first-class or second-class accommodation on long voyages shows that they must be persons of means, and quite able to pay the ordinary fees for medical attendance, and it is clear that the fact of their having carried their ailments on board ship cannot in justice quit them of the liability. It will be seen that the writer of the article is referring to the tourist tribe and not to those who are on business bent, which is the usual condition of those travelling on coast boats and the like. We read that the company provides the ship with a medical officer and a few indispensable drugs, primarily for the officers and crew, and in the second place for the treatment of medical and surgical contingencies arising during the voyage; but it is no part of its trade to run a sanatorium, and still less to afford preventive medical treatment against the dangers of diseases to be faced on arrival at the ship's destination. The same remarks apply obviously to medical and surgical procedures of a cosmetic character. It would be obviously outrageous for a passenger the day after sailing to ask the ship's surgeon to remove his vermillion appendix, on the ground that the patient's ordinary attendant had advised him to submit to such an operation; and it is equally unjustifiable for a passenger to demand the continuance of vaccine treatment for pustular acne of the face. High fees are very properly charged ashore for special treatment of the sort; and it is obviously a gross imposition on the medical profession for well-to-do people to try to exploit the gratuitous services of the ship's surgeon to obtain treatment of the sort. The usual rule laid down by the great passenger companies, that their medical officers may accept but may not ask for fees, is clearly inadequate to meet cases of the sort, as it entirely fails to protect the medical profession against imposition of the most barefaced kind. The sort of cases that arise may be judged by the following examples: The voyage to India is obviously the most convenient period for anti-typhoid inoculation, as the patient can take perfect rest without clashing with other engagements, and the date of termination of the period of immunity is advanced by a period equal to the duration of the voyage. On this account it is becoming increasingly common for passengers to India to ask the ship's medical officer to undertake this prophylactic treatment. Now this places the medical officer in a most awkward position. It is needless to say that the vaccine, which costs 10s. per patient, is no part of the ship's medical stores, so if he has provided himself with it, it must come out of his own pocket. By no stretch of ingenuity can such treatment be considered his duty, and yet, if he undertakes it, he is prejudged from asking even for his out-of-pocket expenses, and further, gives the patient

gratuitously an advantage for which a fee of five guineas is usually charged ashore. Examples are given of the phenomenal meanness of some presumably wealthy travellers who call upon the ship's doctor to give them the benefit of his skill. In one case, we are told—"A noble M.P., who has since held one of the most important offices under the Crown, was on his way to India. At Port Said he sprained his ankle, an accident that might well upset certain plans of exploration he proposed to undertake. The P. and O. surgeon spared no pains on his distinguished patient, and by skilful treatment and massage he set him down at Bombay none the worse for his accident. "You will find a letter on your table, doctor," said the budding peer, as he shipped aboard the tender. On opening it the letter was found, besides thanks, to contain a ten-shilling piece and two orders of admission to the Strangers' Gallery of the House of Commons. When it is remembered that the usual 'tips' to one's cabin steward on this trip is a sovereign, and ten shillings to the bath steward, the cold, calculating economy of the doctor's reward becomes an unstudied insult, while the notion of using his Parliamentary privileges in lieu of hard cash constitutes a master-stroke of meanness." When a journal of the standing and reputation of that from which we have quoted the above anecdote deems it worth editorial reference it is manifest that this illustration is by no means a solitary example of what the ship's doctors of the great lines have to put up with. There is no reason why the ship's doctor who is called in to deal with exceptional emergencies which have arisen entirely outside the ship and which may not have been contemplated by him when he took up an appointment worth a few meagre pounds a month, should not be entitled to submit a bill for his professional services, proportionate, of course, to the presumed position of the passengers treated. No individual of common, decent feeling would object to compensating a hard-worked officer who in such a case might be regarded as a personal medical adviser rather than the ship's doctor whose services are at the command of all and sundry. The Journal in question concludes by saying that "it is obvious that such persons—and they are not so rare as might be supposed—would be quite capable of deliberately exploiting the P. and O. Company and its medical officers in order to obtain anti-typhoid inoculation 'on the cheap.' And it behooves this company and others trading to tropical ports to so modify their rules as to the reception of fees by their medical officers as to protect themselves and the medical profession generally from instances of barefaced imposition of the sort we have outlined." For our part we would go farther and say that it is due to the ship's medical officers themselves to combine so that their professional ability may not be exploited by the ruck of riff-raff gentility, which is generally ready to trade upon the generosity of other people. A medical officer with Edinburgh degrees proposed some months ago through the medium of the columns of the Hongkong Telegraph to enter into communication with those of his profession who were willing to consider a proposition that an association for the protection of the interests of ship's doctors in the Far East should be formed, but he received no replies, so far as we heard. Is it not about time that the medical officers who elect to spend a portion of their life afloat should give a modicum of attention to this subject? because it is not to be expected that anybody else will do it for them.

## LOCAL AND GENERAL.

LORD CURZON has resigned the Lord Rectorship of Glasgow University.

As a result of a fire, thirty-two houses were destroyed in Tokio on February 11.

A youth was awarded three weeks' hard labour at the Magistracy this morning for being a rogue and a vagabond.

GERMANY'S foreign trade in 1909 shows a large increase over that of 1908, but a falling off in comparison with 1907. The foreign trade of France last amounted to £460,000,000, an increase over that of 1908 of £32,000,000.

A MUKDEN dispatch says that, in view of the efforts of foreign capitalists to obtain mining concessions in Manchuria, Viceroy Hui Liang contemplates engaging experts to investigate the mines with a view to having them exploited by China.

THE Anti-Opium Commissioners have agreed that on any official being impeached for violating the regulations and smoking opium, such charge need not again be referred to a Viceroy or Governor as in the case of other impeachments.

WHILE the s.s. *Shin On* was returning to Hongkong from Koonmoon on Saturday last, she went aground at Capsimoon, which necessitated a delay of five hours in the matter of her scheduled arrival on the other side of the water.

At the time the mishap occurred, some of the passengers demanded to be taken over to Hongkong but the commanders refusing, an altercation took place and from words the parties soon came to blows. Before Mr. E. R. Hallifax, First Police Magistrate, this morning, five of the men were charged with assault and were remanded.

THE German Emperor presented the Emperor of China with three boxes of toys on the occasion of his fourteenth birthday.

At the meeting of the board of directors of the Manila Hotel Association it was decided to reject all the tenders recently received for the construction of the hotel on the Luneta fill.

It is the intention of the directors of the Shanghai Waterworks Co., Ltd., to recommend subject to audit, a final dividend of thirty shillings (30s.) per share, at the exchange of 1/4 for the past year.

THE Estate of the late Sir Alfred Jones, the eminent ship-owner, has been proved at £674,359 gross, with net personalty £446,759. Charitable, scientific and educational undertakings will benefit to the probable extent of £500,000.

SIR Claude MacDonald, British Ambassador in Tokyo, left Shimabashi by the evening express on February 16 and embarked on the s.s. *Kamakura Maru* in Kobe on the 18th. Lieut. Colonel Bager, Military Attaché, and Mr. Davidson, Japanese Secretary, accompany him to Formosa.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the company's three mines for the week ended February 12, 1910, amounted to 911 and the sales during the same period to 3,342.75 tons. The week in question coincided with the Chinese New Year holidays.

An accident occurred in the inner harbour at Macao yesterday upon the arrival of the s.s. *On Lee* on her excursion trip from Hongkong. A native craft was capsized and the occupants precipitated into the water. It is reported that all the members of the crew were saved, but a little child was drowned.

A Foochow dispatch says that a Mr. Shih Hui-shih has proposed to establish a steamship company, with a line of steamers running between Foochow and Shanghai, and that £150,000 capital has been subscribed for the scheme. It is intended to bring the sum up to £1,000,000 and the enterprise will then be started.

COMMANDER A. Lowndes has been appointed to the command of the *Alacrity*, despatch ship of the China Squadron, in succession to Commander Cyril T. M. Fuller. Commander Lowndes has spent the last 24 years in the Royal Navy, having entered it in 1887. He was promoted Lieutenant in 1885, and Commander in 1906 and is an ex-navigating officer. The commission of the *Alacrity* will expire in September next in the usual course.

THE Senate has memorialized the Government stating that, in view of the need for reporters for the Court and Parliament, it proposes to organize a Reporting School, and appoints H. E. Li Chia-chu as Director. The course will extend over six months, after which the graduates will be attached to the Senate and the Provincial Assemblies for duty. Twelve students will be examined in Peking, while each province should choose four more for admission to the school.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

A. Ross & Co. .... \$ 30  
A. R. Marry Esq. .... 25  
Hon. Sir Henry May, KCMG. .... 20  
F. Bornemann Esq. .... 20  
S. W. Tsao Esq. .... 20  
Kyuze & Co. .... 20  
Arratoon V. Apcar & Co. .... 20

A SHANGHAI Broker was asked on 22nd inst. by a Chinese to buy for him a hundred "rubber shares." The would-be investor could not name any shares, nor was he particular as to what shares were bought, so long as they "brought rubber." When asked for the reason of this sudden desire, he explained that he had met with an accident to his riches, and had had to pay £10 for repairs, the large sum being attributed to the enhanced price of the rubber tyre. "My fancy then all better buy rubber shares." He got them, —N. C. D. News

MR. C. Dyer, who arrived at Macao on Sunday, 20th February, by the liner *Siberia*, represents the Honolulu Iron Works, and went there for the Poole syndicate which is to develop a large sugar plantation on the San Jose estate, Mindoro, recently purchased from the Philippines government. The Honolulu Iron Works manufacture sugar mills and other plantation machinery and equipment and Mr. Dyer is in Macao to make plans and estimates for a large mill for the Poole company. He will be in Macao for several days and will then go to Mindoro for the purpose of inspecting the property. Mr. Dyer's company has made a large number of high class sugar mills and its machinery is very highly regarded among sugar men. It manufactured a number of the mills installed in Formosa by the Japanese and has a large overseas trade besides its extensive business with the plantations of Hawaii.

RULANGSU (AMOV) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 8th February, 1910. Present:—Messrs. W. H. Wall-co (Chairman), J. S. Fenwick, W. Kruse, C. Ler, J. Mencairai, K. Tansurabara, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The Secretary was instructed to write to Miss M. Krauseburg offering her the appointment of Visiting Nurse on the terms mentioned in the Chairman's speech at the annual meeting of the hospital.

The Captain Superintendent of Police reported that the Mixed Court had been closed for the past fortnight.

General routine business was transacted.

(Signed) W. H. WALLACE, Chairman.

By Order, O. Berkeley Mitchell, Secretary.

## THE ACCIDENT TO "CYCLOPS"

We are informed that the *Cyclops* repairs are expected to be completed in about 12 days' time. She may therefore be expected to arrive at Hongkong about the first week of April.

## CANTON DAY BY DAY.

## AN ABORTIVE RIOT.

[From Our Own Correspondent.]

Canton, 26th February.

On the 25th instant a passenger junk named *Tung Tai*, in tow of the steam launch *Woo Sham*, arrived at Canton from Shin Hing. Among the passengers on board was a man who was short by three cents of his passage money. On account of the shortage a dispute arose and the man was eventually pushed overboard, so it is alleged, by the junk master, when the junk was passing near a place known as Lok Lok, in Shun Tak district. It cannot be ascertained whether the man was drowned or not as no step was taken at the time by the junk people to pick the man up. All the other passengers on board the junk, who took pity on the unfortunate man, were greatly annoyed with the conduct of the junk master. On arrival at Canton the passengers reported the occurrence to the police who thereupon arrested the junk master. The arrest, however, did not suffice. They appease the people's wrath. Accordingly, at 7 p.m. on the same day, a large number of people collected at the junk wharf, situated on the bund just in front of the Canton Medical College, for the purpose of obtaining revenge by setting the vessel on fire. On arrival at the wharf they found that the junk was not there, having been taken charge of by the police and detained at Dutch Folly pending inquiries. As they did not gratify their wish, the people set fire to the junk's wharf by igniting some kerosene oil. The different fire brigades proceeded to the scene to extinguish the fire but they were prevented from so doing by the mob and the fire was left to burn itself until the wharf was burnt to the water's edge.

## MILITARY APPOINTMENTS.

Taotai Chang Wing and Taotai Lun Chi have been appointed by the Viceroy as Director and Assistant Director, respectively, of the Canton Military Department.

## RE-OPENING OF SEALS.

The official seals in all yamans in the city will be re-opened for the transaction of business on Monday next, the 18th instant, at the conclusion of the Chinese New Year holidays.

## HONGKONG COLLEGE OF MEDICINE.

## SPRING SESSION.

The time table of the spring session, which commences to-morrow, 1st March, of the Hongkong College of Medicine, has just been issued.

The list of subjects, lecturers' names, and place of lecture is as follows:—  
Practical anatomy.—Dr. G. D. R. Black;  
Dr. Ho Ko Tsun, demonstrator. Public Mortuary.

Tropical Diseases, Dr. F. Clark, Sanitary Board Office.

Public Health, Dr. W. W. Pearce, Kowloon Dispensing Station.

Chemistry, A. C. Franklin, Esq., F.I.C. Queen's College.

Clinical Medicine, Tung Wa Hospital.

Clinical Surgery, Dr. R. M. Gibson, Alice Memorial Hospital and its affiliated hospitals.

Midwifery and Gynaecology, Dr. C. Forsyth, Alice Memorial Hospital.

Practical Physiology, Dr. H. G. Hobson, Bacteriological Institute.

Surgery, Dr. G. H. L. Fitzwilliam, Alice Memorial Hospital.

Anatomy, Dr. C. M. Heanley, Alice Memorial Hospital.

Eye Diseases, Dr. G. P. Jordan, Alice Memorial Hospital.

Physics, Dr. W. B. A. Moore, Queen's College.

Pathology and Bacteriology, Dr. H. Macfarlane, Bacteriological Institute.

Physiology, Dr. R. A. Bellion, Alice Memorial Hospital.

Biology, A. R. Sutherland, Esq., M.A. Queen's College.

Practice of Medicine, Dr. F. T. Key, Alice Memorial Hospital.

Material Medicine and Therapeutics, Dr. O. Marriot, Alice Memorial Hospital.

Tutorial Medicine and Midwifery, Dr. Jen Hawk, Tung Wa Hospital.

The course on medical jurisprudence, practical pathology, practical chemistry, fevers and mental diseases will be given in the autumn session.

## THE CHINCHOU-AIGUN RAILWAY.

## CHINA'S DELAYS.

Peking, Feb. 23.  
The negotiations in connection with the Chinchou-Aigun Railway are dragging.

In the first place China merely asked Russia to agree to the construction of a railway between Chinchou and Aigun. The Russian Government pointed out disadvantages and, with reason, asked for details, which have not yet been furnished. Then the British and French Ministers advised China not to grant the concession, pending the approval of Russia and Japan.

Meantime the Waiwupu and the Yuchuanpu had arranged the preliminary basis for negotiations, which were referred to the Tchih-pu. Duke Tai Tse, feeling that he had been slighted, disapproved of the terms proposed as unfavourable.

Japan's answer further obstructs the situation. It is now China's turn to move.—N. C. D. News.

Twenty-one men appeared at the Magistracy this morning for keeping a lottery establishment at 66, Jervois Street. Two of the men were each fined \$1,000, or six months' hard labour and the rest \$4 each. Six of the delinquents failed to appear.

## THE CHINA FIRE INSURANCE CO., LTD.

## ANNUAL REPORT.

The report for presentation to the shareholders at the forty-first ordinary meeting to be held at the company's offices on Thursday, the 10th March, at 12 o'clock noon, is as follows:—

The directors have now the pleasure to submit their annual report and statement of the company's accounts made up to 31st December last.

1908.—The balance at credit of working account as per last report was.....\$375,341.77

Add premia since received.....69,355.52

.....\$444,697.29

Deduct claims paid in 1909.....\$ 35,059.78

Deduct return premia, etc., etc.....33,387.76

.....168,447.54

Balance of profit.....\$276,249.75

It is proposed to apportion this sum as follows:—

Dividend of \$6 and bonus of \$1 per share on 20,000 shares.....\$160,000.00

To add to extra reserve fund, which will then stand at \$550,948.00.....111,699.02

.....\$76,549.73

1909.—The balance at credit of working account at the close of this year was \$438,406.93.

DIRECTORS.

Messrs. G. Friesland, H. W. Slade and W. Helms resigned their seats on leaving the Colony and Messrs. J. W. Bandow, G. Balloch and F. Lieb were appointed to fill the vacancies. These appointments require the confirmation of shareholders.

Messrs. Shewan and Slebs retire by rotation, and, being eligible, offer themselves for re-election.

AUDITORS.

Messrs. W. Hutton Potts and A. R. Lowe have audited the annexed accounts and offer themselves for re-election.

R. SHEWAN, Chairman.

WORKING ACCOUNT, 1ST JANUARY TO 31ST DECEMBER 1909.

To Charges Account:—

Rent, salaries, legal and surveyors' fees, etc., etc.....\$40,359.98

Taxes, stamps, stationery &c.....7,403.00

Directors and auditors' fees.....\$ 47,795.98

To Commission Account:—

Agents' commissions.....\$ 37,756.47

To Losses Account 1909:—

Claims after deduction of re-insurances.....114,120.17

To Amount written off:—

Fire and marine account.....25.00

To Balance.....438,406.93

.....\$684,704.51

By Premium Account:—

Premium after deduction of re-insurances.....\$52,557.03

By Interest Account:—

Amount at credit including interest due on Deposits and investments, &c.....164,499.58

By Transfer from Account:—

Amount at credit.....110.96

By Exchange Account:—

Difference in exchange.....36.68

.....\$68,204.55

BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.

Capital.....\$ 400,000.00

Reserve Fund.....1,000,000.00

Extra Reserve Fund.....\$50,348.02

Investment Fluctuation Account.....61,677.90

Accounts Payable:—

Dividend for 1908.....\$160,000.00

Losses outstanding and sundries.....99,605.19



## FIRE ON S.S. "LIGHTNING."

## LITTLE DAMAGE TO CARGO.

A fire broke out in the No. 1 hold of the s.s. "Lightning" in harbour yesterday. With the assistance of the Captain and officers the outbreak was extinguished before any considerable damage was done to the cargo which is of a miscellaneous character. All the cargo was covered by insurance. It is believed that the fire was due to spontaneous combustion.

## SPORTS.

## FOOTBALL LEAGUE.

## 8TH CO., R.G.A. VS. B.O.C.

This match was played off at 4 p.m. on Saturday at the Military Ground. The game was a very even one, and both sides had no scoring for a good long while. Before the first half the Gunners scored their first and only goal. It the second half it was seen that the Boys had the Gunners, and Siemmers scored their first goal after ten minutes' play. The play continued very even until a minute before time when Siemmers scored the winning goal. Thus the game ended in a win for the B.O.C. by 1 goal to none.

## "B" CO., HUFFS VS. 8TH CO., R.G.A.

The "B" Company-Boys were unable to raise a team and the points were, accordingly, awarded to their opponents.

The league-table up to date is as follows, with 8th Co., R.G.A., leading, one point from 83rd Company.

## LEAGUE TABLE.

Played	Won	Lost	Drawn	Points
8th Co., R.G.A.	13	11	2	22
83rd Co., R.G.A.	13	10	3	21
"B" Co., Huffs	12	7	5	16
8th Co., R.G.A.	12	7	5	14
"A" Co., Huffs	6	3	3	13
B.O.C.	12	3	6	9

## H.K.F.C. VS. NAVAL YARD.

This match was played on the Club Ground, and the game ended in a draw.

In the first half the Club was all over the Yard's territory, and scored five goals to the Yard's one. The scorers for the Club were Goldenberg 3; Barlow; and Mead. Sullivan scored the goal for the Naval Yard.

There was a reversal in the second half, and the Yarders had the Civilians every time, the Yarders scoring 5 goals to the Club's one. The game ended in a draw: 6 all.

## CRICKET LEAGUE.

## H.K.C.C. "A" VS. HUFFS.

This match was played on the Cricket Club ground on Saturday afternoon and resulted in a draw.

The scores were:—

H. W. Green	not out	140
D. K. Anderson	c Knott, b Chapman	17
Cpl. Hills	c Claxton, b Aubrey	17
Pte. Miller	c Atkinson, b Leith	12
Sgt. Kelly	c Claxton	13
Bde. Willis	c Claxton	6
Pte. Colman	c and b Claxton	6
Price	c Irving, b Claxton	8
Farrow	c Leith	4
Bennet	not out	12
Extras		7
Total		254

H.K.C.C. "A" VS. HUFFS.

A. A. Claxton	c Hills, b Kelly	2
Dr. Aubrey	b Marlow	0
H. S. Sweeting	c and b Farrow	45
T. W. Knott	not out	52
A. C. Leith	b Hills	0
Dr. Atkinson	b Kelly	25
A. Mackenzie	b Hills	10
J. Hall	not out	12
B. Chapman	P. Jackson and living did not bat	24
Extras		24
Total for 6 wickets		170

CRICKET LEAGUE. This match was played on the Military ground and resulted in a win for the R.G.A. The detail scores and analysis are as under:—

Capl. Garroett	b Currie	28
Lieut. Hitchcock	b Lamert	41
Dr. Crump	c Rose, b Lamert	6
Lieut. Thicknesse	c Peterson, b Currie	6
Lieut. Bagnall	b Higginbottom	55
Lieut. Chapman	not out	19
B. Winkworth	not out	3
Gr. Ballis	Swatton, Johnson, and Lewis did not bat	4
Extras		4
Total (for 5 wickets)		152

Bowling Analysis.

	O.	M.	R.	W.
P. Currie	10	0	40	3
L. E. Lamert	12	1	55	2
G. A. Hancock	4	0	28	0
C. Higginbottom	5	0	24	1

C.C.C.

W. H. Vives	c Johnson, b Bagnall	10
H. W. Peterson	c Crump	15
R. F. Lamert	c Winkworth, b Crump	11
L. E. Lamert	b Bagnall	12
L. A. Rose	c and b Winkworth	4
G. A. Hancock	c Winkworth	15
J. D. Norris	b Bagnall	0
P. Currie	not out	15
C. J. Higginbottom	c Crump, b Winkworth	4
H. Rapp	c Chapman, b Bagnall	0
S. Battiswara	c and b Winkworth	5
Extras		9
Total		100

Bowling Analysis.

	O.	M.	R.	W.
Bagnall	18	1	58	4
Winkworth	13	4	21	3
Garroett	7	0	17	0
Crump	5	0	14	3

The Viceroy in Madras has reported to the Warpage the discovery of smuggling of arms by a Belgian and has asked for instructions to the matter.

## PLAGUE PREVENTION.

## HOUSE-TO-HOUSE VISITATION.

At the meeting of the Sanitary Board tomorrow afternoon, the Head of the Sanitary Department pursuant to notice will move:— "That the Board define the whole of Aberdeen, Quarry Bay, and Shaukiwan, Sai Wan Ho and the adjoining villages as districts within which officers of the Sanitary Department shall make a house-to-house visitation for the purpose of cleansing the houses contained therein in accordance with No. 1 of the by-laws governing the 'Prevention and Mitigation of Epidemic, Endemic or Contagious Diseases' made under section 16 of the Public Health and Buildings Ordinance 1903-1909."

## BUTLER-WRIGHT CASE.

## CLAIM BY THE CANTON VICEROY.

On the 21st February, before Sir Harcourt de Saumarez, Judge, at Shanghai, the case of Yuan Shu-han, Governor-General of the Liangkwan, v. William Butler-Wright was commenced.

The plaintiff's claim is for money received by the defendant as the plaintiff's agent for the use of the plaintiff. The following particulars were endorsed on the writ:—

Sept. 14, 1908—To amount received...\$ 5,000.00  
Dec. 30, 1908—To amount received...13,000.00  
Feb. 1, 1909—To amount received...4,000.00  
Nov. 25, 1907 to Aug. 31, 1909 To amount received between these dates.....\$2,624.42

Total.....72,624.42

and \$300 for costs.

Mr. G. H. Wright appeared for the plaintiff, and Mr. J. C. E. Douglas for the defendant.

Mr. Douglas submitted the following affidavit:—

1. William Butler-Wright, formerly of Canton in the Empire of China, now in Victoria Gaol, in the Colony of Hongkong, Accountant, do hereby make oath and say as follows:—

1. I am the defendant in this action.

2. I deny that I ever received any monies whatever as the agent of the plaintiff or for the use of the plaintiff, and I say that I am not indebted to the plaintiff in any sum whatever.

3. In or about the month of December, 1907 a Director-General of the Canton-Kowloon Railway was appointed in Peking, named Liang Shi-xi, and I have myself in my capacity as Accountant to the Railway, paid this official a monthly salary of Tls. 2,000 since such date.

4. I verily believe that I have a good defence to this action.

Mr. Douglas said that he appeared to ask for leave to defend the accused. Counsel submitted that the action had been quite improperly brought into that Court. The defendant was in gaol at Hongkong, and, therefore, action could have been brought in Hongkong. He admitted that there had been substituted service both ways—one on the defendant, and one on the auctioneer who had attempted to assist the defendant and everybody connected with the letter.

His Lordship—You might have applied to have the service set aside.

Mr. Douglas said that if there were good grounds he was entitled to defend. Dickey was very clear on the rule.

His Lordship to Mr. Douglas—You have sworn that you have got a good defence. I do not quite understand what you mean in paragraph 3 of the affidavit.

Mr. Douglas said that by the Loan agreement, as soon as a Director General was appointed all the powers invested in the Viceroy had to be invested in the Director General.

His Lordship wanted to know where Mr. Douglas got his information from.

Mr. Douglas had been reading from a book entitled "Railway Enterprise in China" by P. H. Kent. He replied that he could not prove the book, but the Loan Agreement was a State document, which he could refer to as a Treaty.

Mr. Wright—My friend is raising objections, that he cannot sustain.

His Lordship—He is entitled to file a defence.

Mr. Wright—A technical objection in not a defence.

His Lordship—It is not a technical objection. He denies that he ever received the money.

Mr. Wright said that the action was three months old. Any objection should be brought at the earliest possible date.

His Lordship—The return day.

Mr. Wright—No.

His Lordship—It cannot be brought before the return day.

Mr. Wright quoted the White Book, and said that Mr. Douglas must show that he had a proper defence. He must not discuss technical objections. The third paragraph was nothing. On the question of whether the plaintiff was or was not the right person, Mr. Wright said that he would like to address his Lordship.

His Lordship said that the proper course was to have the defence drawn up, and then counsel could raise all questions on the matter that he wished.

Mr. Wright said that the Court had already accepted jurisdiction by order dated November last on proper affidavits.

His Lordship said that that was nothing. Judgments had been given; and afterwards it was found that the Court had no jurisdiction. In the Maori King case, judgment was given and then it was held that there was no jurisdiction. The Court could not give itself jurisdiction. There was no reason why defence should not be filed at once.

Mr. Douglas said that he had all the papers, and he could file a defence within a reasonable time. It was his opinion that the case should be referred to arbitration at Hongkong.

His Lordship ordered that the defence be filed within ten days.

Mr. Wright said that there was a witness who wished to leave the jurisdiction of the Court on Saturday next, and he would like to have evidence to be taken *de bene esse*.

His Lordship said that if this matter could not be arranged, then a summons must be taken out.—H. C. D. News.

## LECTURE ON FORESTRY.

## SOME HISTORICAL ASPECTS.

The following paper was read recently by Mr. R. H. Knapwall, of the Colonial Secretary's office, before a large gathering of Chinese in Hongkong. The lecture was delivered originally in Chinese and has since been rendered into English, for publication, by the author. Mr. Knapwall says:—

Of the five principal sources of natural wealth—climate, soil, waterways, minerals and forests—the last are not certainly the least important. Insalubrious climate, unproductive soil, or refractory waterways may, more or less, be improved by forests; but a country, if destitute of trees, will not thrive, however rich it may be.

In the primeval days when our forefathers made their homes in caves and forests, almost the whole surface of the land was covered by trees and other vegetation. Gradually men cleared the forests for agriculture, for fuel and for the erection of houses. Forests being then abundant, and the demand made upon them unrestricted, their destruction was carried out wantonly and ruthlessly, so much so that a whole forest was sometimes burned out, for the purpose of driving away a few wild beasts, or for a small piece of building-ground, to save the trouble of cutting down the trees on it.

Abundance of an article lowers its value; scarcity enhances it. As the population augmented, and as civilisation advanced, the demand for wood considerably increased. But many of the natural forest areas, once so plentiful, had been turned into fields, hamlets or wastes. And thus, through sheer necessity, began the cultivation of trees.

In the old days arboriculture was practised to some extent, but chiefly for decorative purposes, or for forming public walks in the suburbs. Plantations for timber and fuel began in England in the 16th century; and in the succeeding century the great demand for oak for the building of ships and houses gave a new impulse to tree-planting. The first extensive plantations were made in Scotland in the beginning of the 18th century, and in Ireland towards the end of that century. Since then certain parts of Scotland, which had once been barren and cheerless, have become fertile and beautiful. To-day we have the countries of Europe and America realised the immense benefit derivable from forests that forestry forms an important part of their administration. Schools of Forestry have been opened; journals instituted for the promulgation of all discoveries in that branch of study; experimental gardens established for testing the adaptability of the various species of plants to climate and soil; and specialists appointed for the control of gardens and forests. It is in Germany that the management of forests has been most systematically and scientifically conducted. As far back as the 17th century forestry received attention in that country. Roman works on the subject were translated, and their instructions carefully tested; and in the 18th century experts wrote treatises on agriculture and afforestation—a department of activity in which the Germans have ever since retained the lead.

IN SEVERAL EUROPEAN COUNTRIES the percentage of land under forest is very high, varying from 30 per cent. to 45 per cent. The forest area owned by the Government of Great Britain is small when compared with state-owned woodlands in several countries in the continent. The Government of Spain owns about 84 per cent. of the forests of that country. The reason why all the countries in Europe and America have planted so extensively, and paid so much attention to trees is because the good to be gained, directly and indirectly, from forests is incalculable. Trees not only beautify the country, but give to it a thousandfold value in a considerable income, improve the climate and soil, conserve the water supply, purify the air, and prevent floods, drought and landslides.

## A CASUS BELLI.

Before we proceed to amplify these points it may not be out of place here to mention a recent case in which forests played a large part in precipitating, if not actually causing, a war in the Far East. Everybody knows that one of the causes of the devastating war between Russia and Japan was the occupation of Manchuria by Russia, but very few know what prevented its evacuation when matters were brought to a head. The circumstances are clearly narrated in an editorial note which appears in McClure's Magazine of September, 1908, and which forms Appendix I to Kurapatkin's book *The Russian Army and the Japanese War*. Here is an extract from this editorial note:—

"In the year 1898, Vladivostok, a merchant obtained from the Korean Government, upon extremely favourable terms, a concession for a timber company that should have authority to exploit the great forest wealth of the upper Yalu River. In 1902 he sold his concession to Alexander Mikhailovich Bezobrazoff, who was high in the favour of some of the grand dukes in St. Petersburg. It is currently reported in St. Petersburg that the Emperor and Empress Dowager together put into the enterprise several million rubles."

"Bezobrazoff's company, in fact, seemed to have come to the notice of the Tsar; the Grand Dukes, certain favoured noblemen of the Court, Viceroy Alexieff probably and the Empress Dowager possibly. General Kurapatkin says that the Russian evacuation of the province of Mukden was suddenly stopped by an order of Admiral Alexieff whose reasons for taking such action have not to this day been sufficiently cleared up."

"Bezobrazoff who had been several months in the Far East started for St. Petersburg with the evident intention of seeing the Tsar and persuading him to order, definitely, a suspension of the evacuation of the province of Mukden, for the reason that 'it would be a really result in the liquidation of the affairs of the timber company.' It is more than likely that Nicholas II did wish to avoid war; if he could do so without impairing the family investment in the Korean timber company."

"Unfortunately His Imperial Majesty could not do so without sacrificing his family investment, and so hostilities ensued. If what had been here cited is true, comment on the conduct of those in high place in St. Petersburg is unnecessary. The revelation has brought to light the diametrical opposite views taken by two monarchs in regard to forests. On the one hand we see the Emperor of Korea granting away to an alien, without perhaps a pang of remorse (for ignorance is bliss) the very life-blood, as it were, of his country; on the other hand we are told that the mighty Tsar of Russia was prepared to sacrifice thousands of the lives of his subjects for the potential profits to himself which these forests contained. So much for the political role played by Korean timber. Now, let us endeavour to deal more minutely with the economic, hygienic and artistic value of forests in general."

(To be continued.)

## RUBBER.

The following extracts are taken from the *London and China Express* of February 4:— "The market is steady, but business in Fine Hard Para is limited; spot and near delivery is quoted at 75. 10d. sellers, February-March and March-April deliveries sold at 74. 9d. and buyers, April-May buyers at 74. 9d. and May-June at 74. 10d. Soft Fine February-March and March-April, 74. 8d. value. Receipts at Para during January were 5,575 tons against 5,490 tons in 1909, and total receipts (July to January) 22,285 tons against 21,300 tons in 1909. Plantation is quoted at about 8s. 6d. to 9s. per lb. for good average sheet."

## THE AUCTION SALES.

Supplies at the auction sales on the 21st instant were again on a small scale, owing to the late docking of ships, and in consequence it has been decided to hold the next auction on the 8th instant, and from then onwards at fortnightly intervals, in order to fit in better with the arrival of steamers. Messrs. George White and Co. report that the demand was once again very strong, and resulted in further advances being paid. Opening cautiously, prices became dearer as sales proceeded, but the highest range of value reached was hardly maintained to the finish. The feature was the exceptional prices paid for common kinds. Messrs. Lewis and Peat remark that there was a good attendance of buyers, and all Plantation sold with good competition. Sheets and Biscuits at 8d. per lb. advance, pale and palish Crêpes at 9d., Brown and Brownish 9d. to 1s.; Scrap, 4d. to 6d.; but at the close prices eased off about 1d. per lb. 1,507 packages (53 tons) offered and sold.

## THE SHARE MARKET.

Trading in rubber shares has been at a "boom" level most of the week, but profit-taking has set in among many shares which have appreciated rapidly, and led to a general easing of quotations. There was nothing approaching a slump, however, and with good support in the later dealings, prices finished above the worst, and the market closed firm at the reduced levels. At times the market has been distinctly "wild," prices rushing up with barely a halt. This reaction is to be welcomed, as it certainly makes for a healthier condition of affairs. As one financial paper says, had such spasms of profit-taking as have been in evidence during the past two days taken place a month or two earlier, the resulting reaction would have been much more severe than that just witnessed; but now that the market has broadened out under genuine investment buying, the net losses shown are comparatively slight. It does not seem likely that the reaction will be of long duration; for a large number of shares have excellent prospects, and many are full of dividend. January crop returns are also very favourable. The only thing remarkable about the set-back is that it did not occur long ago.

Messrs. Wm. J. and Hy. Thompson's report of February 3 say that America continues to be a large buyer in Brazil and still receives the bulk of the crop; and with better demand from the European trade as well, prices have advanced about 2d. per lb. The Para crop from July 1, 1909, to January 31 last shows an increase of 1,000 tons over the corresponding period a year ago, but notwithstanding, stocks have not increased.

A certain amount of confusion seems to have arisen in some quarters as to the desires of the Netherlands Indian Government respecting the foreign companies which have acquired Rubber estates in Java. They have become confused with the legitimate wishes of the Dutch authorities regarding "private" lands. The Bill, that will come before Parliament in Holland shortly, is aimed at the "private" lands, and not at lands held by companies recently formed to take over estates for rubber cultivation in Java and Netherlands Borneo.

Mr. D. J. Louis, Manager of the Palomar Park, Manila, is at present exhibiting the Samar Twins at 35, Queen's Road, Central. The two boys, who are 22 months old, are joined together at the hip, and were born in the island of Samar. They will be on exhibition here for only one week and then will proceed to the United States, and Europe.

## Events Coming.

Tuesday, 1st March.  
Diocesan School re-opens.  
Hughes and Hough, Auction sale of Furniture, 11 a.m.  
Sanitary Board Meeting, 3.45 p.m.  
Organ Recital, at St. John's Cathedral, 5.30 p.m.

Saturday, 5th March.  
Queen's College re-opens.  
Canton Regatta.  
Buffs Regimental Race Meeting, Race Course.  
Hughes and Hough, Auction sale of Japanese Curios, 2.30 p.m.

Sunday, 6th March.  
Volunteers Church Parade.

Monday, 7th March.  
Union Waterboat Co., Ltd., Annual Meeting at the Office of Messrs. Dodwell & Co., Ltd., 3 p.m.

Wednesday, 9th March.  
Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the offices of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.

Thursday, 10th March.  
China Fire Insurance Company, Limited, Annual Meeting, at 3, Queen's Road Central, Noon.

Friday, 11th March.  
Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.

Saturday, 12th March.  
Hongkong Regatta.  
Boxing "Bill Lewis" vs. "Batling Simms," City Hall.

Saturday, 12th March.  
Hongkong Volunteer Corp., Annual Inspection by H. E. Major-General Broadwood.

## To-day's Advertisements.

## THE CHINA-BORNEO COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,  
W. G. DARBY,  
General Manager.  
Hongkong, 28th February, 1910. [215]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "TONKIN."

Captain Charbonnel, will be despatched for the above Ports TO-MORROW, the 1st March, at 6 A.M.

For Freight or Passage, apply to  
P. THOMAS,  
Agent.  
Hongkong, 28th February, 1910. [110]

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

## "LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports on FRIDAY, the 4th March, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 28th February, 1910. [212]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

## SATURDAY AND MONDAY,

the 5th and 7th March, 1910, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street,

## A LARGE ASSORTMENT OF

## JAPANESE CURIOS,

COMPRISING:—  
MAKUDZU-VASES, BOWLS and PLATES, BRASS BUDDHAS, TEMPLE LANTERNS, KINKOSAN SATSUMA TEA and COFFEE SETS, VASES, BOWLS, SILVER and GOLD OLDSONE VASES, IVORY CARVINGS, SILK EMBROIDERED and CUT-VELVET SCREENS, and WALL HANGINGS, DAMASCENE WARE, OLD JAPANESE CLOCKS, OLD LAQUERED and PORCELAIN WARE, GOLD HAND-PAINTED SCREEN, CARVED CHERRYWOOD DESKS, CHAIRS and STANDS; ALSO

## JAPANESE POODLES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 28th February, 1910. [213]

## SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

## FIRST APPEARANCE IN HONGKONG

OF

Mr. CARL WALLNER, Whistler and Comedian.

Miss ADA KING

AND

Miss BUBY CRYSTAL

IN THEIR NEW



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., Ac. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 23RD.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate or 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Panya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN, TSINGTAU & CHEFOO, CHIPSHING	"KWONGSANG"	TUESDAY, 1st Mar., 4 P.M.
SHANGHAI	"LOONGSANG"	WEDNESDAY, 2nd Feb., 4 P.M.
MANILA	"KUTSANG"	FRIDAY, 4th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	TUESDAY, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	WEDNESDAY, 9th Mar., Noon.
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutang", "Namsang" and "Yuensang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAM"	1st Mar., 3 P.M.
SWATOW & CHINKIANG	"KALGAN"	2nd Mar., 4 P.M.
CEBU & ILOILO	"KUNGLIANG"	3rd Mar., 4 P.M.
SHANGHAI	"CHENAN"	3rd Mar., 4 P.M.
TIENTSIN	"KUEIHOW"	3rd Mar., 4 P.M.
SHANGHAI	"LINAN"	6th Mar., Daylight.
MANILA	"TAMING"	6th Mar., 3 P.M.
SHANGHAI	"ANUT"	10th Mar., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHNGHUA"	13th Mar., Daylight.
	"OHNGHUA"	14th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY. S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

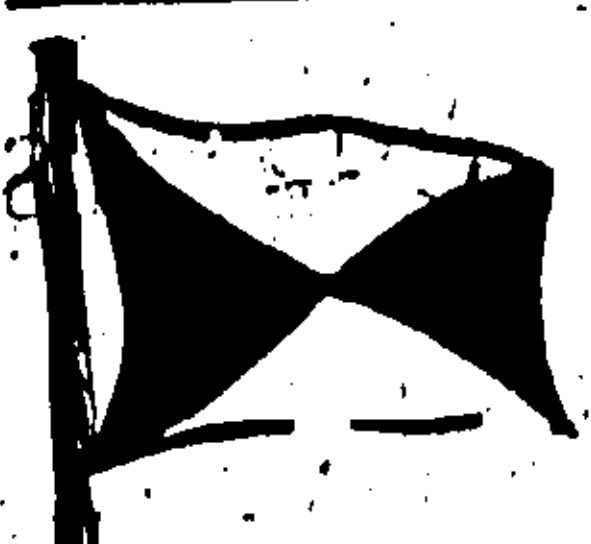
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chinkiang), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 35. Hongkong, 28th February, 1910.



HONGKONG-MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	3500	A. Fraser	MANILA	SATURDAY, 5th Mar., at Noon.
TAIYO	3500	R. Rodger	"	SATURDAY, 12th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 28th February, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamer

"CARMARTHENSHIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £285

A Stewardess and fully qualified Doctor are carried. For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO.	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	WEDNESDAY, 2nd Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 2nd Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 28th February, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAGA MARU" Capt. M. Hoshino, Tons 7000 "ATSUTA MARU" Capt. Wm. Thompson, Tons 9000 "KANAGAWA MARU" Capt. J. Nagan, Tons 7000 "HITACHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 2nd Mar., at Daylight. WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight.

VICTORIA, B.C. & SEATTLE "STAMBA MARU" Capt. K. Sato, Tons 6500 { WEDNESDAY, 16th March From YOKOHAMA.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA "AWAMARU" Capt. S. Ishikawa, Tons 7000 { TUESDAY, 29th March, at Noon.

SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE "KUMANO MARU" Capt. M. Winkler, Tons 6000 { FRIDAY, 18th March, at Noon.  
"YAWATA MARU" Capt. T. Sekine, Tons 5000 { FRIDAY, 19th April, at Noon.

BOMBAY, VIA SINGAPORE AND COLOMBO "BINGO MARU" Capt. G. C. Hurry, Tons 7000 { WEDNESDAY, 6th March.

SHANGHAI, MOJI AND KOBE "TOSA MARU" Capt. Y. Nomura, Tons 6000 { TUESDAY, 1st March.

KOBE and YOKOHAMA "IYO MARU" Capt. T. Harrison, Tons 7000 { FRIDAY, 11th March, at Noon.  
"KITANO MARU" Capt. E. Gope, Tons 9000 { THURSDAY, 17th March, at Noon.

NAGASAKI, KOBE and YOKOHAMA "YAWATA MARU" Capt. T. Sekine, Tons 5000 { WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUBUMOTO, Manager.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "PATHAN" On or about 28th Feb. For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents. Hongkong, 28th February, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship "WELSH PRINCE" will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO., General Agents. Hongkong, 31st January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumamoto	6,333	J. Mathie	10th March 1910
Aymer	4,303	J. Boyd	7th April
Suzer	4,657	F. W. Davies	2nd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 17th January, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "INDRAVELLI" Captain Picher, will be despatched as above on or about 16th March.

For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd February, 1910.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship "KWONG TUNG" Capt. E. W. Walker.

"KWONG SAI" Capt. E. S. Crowe. Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$14. Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD. SHIU ON S.S. CO., LTD. No. 5, Queen's Road West.

Steamship

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" Capt. E. W. Walker.

"KWONG SAI" Capt. E. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$14. Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD. SHIU ON S.S. CO., LTD. No. 5, Queen's Road West.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PRASIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA" Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for SOERABAYA, etc., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Maiden", 10,883 tons, from Colombo, East Indies, accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "India", due in London on 15th April, 1910.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "CARMARTHENSHIRE" Captain R. L. Daniel, R.N., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship "EMPIRE" Captain Helms, will be despatched as above on SATURDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passenger the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th February, 1910.

Intimations

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 16th August, 1908.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS from Shanghai, have re-opened their FURNITURE STORE

at No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."

(34) A. S. WATSON & Co., 15th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. 16th August, 1908.







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RATIO OF CURRENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$15,000,000 \$15,000,000	\$2,007,819	Interim of 1/4 for account 1909 @ ex 1/9 = \$2.72	4 1/2 %	\$960 sellers London £88.10
National Bank of China, Limited	99,925	7	60	\$4,000 \$1,000,000	\$30,552	\$1 (London 3/6) for 1909	...	\$73 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,551 \$108,791	none	\$10 for 1908	7 %	\$155 buyers
North China Insurance Company, Limited	10,000	15	65	Tls. 115,353 Tls. 146,185 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$450	\$100	\$1,000,000 \$138,248 \$105,249 \$682,509	\$1,464,977	Final of 5/7 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,264	\$77,517	\$12 and bonus \$3 for 1907	7 %	\$330 buyers
<b>FIRE.</b>								
China Fire Insurance Company	70,000	\$100	\$50	\$1,000,000 \$438,668 \$188,802	\$375,847	\$6 and bonus \$2 for 1907	7 %	\$117 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,454,173	\$368,712	\$27 for 1907	7 1/2 %	\$303 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$30,000	\$5,055	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000	NIL	\$1 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$10,000 \$10,000	\$20,566	Final of 1/4 for account 1910	7 1/2 %	\$30 1/2 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	\$10,000 \$240,000	\$235,755	6/- for 1907 on Preference shares only @ ex 1/10 = 3/- 1/4	...	\$63 buyers
Do. (Deferred)	60,000	65	65	\$10,000 \$240,000	\$235,755	3rd 10/- of 2/- per sh. (comp. No. 12) making in all 4/- 10/- 108 & interim of 1/- for ac. '09	...	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$20,000 \$20,000	\$68,817	\$1.00 for year ending 10.4. 1909	4 1/2 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$48,982	\$9,121	\$0.50 for year ending 10.4. 1909	3 1/2 %	\$14
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$168 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$125,891	\$5 for 1897	...	\$30 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.1.09	...	Tls. 505 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,076,000	1	Ps. 1	\$175,000 \$1,289	1.43	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 1/2
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	1	\$4 1/2	Dr. \$4,191	No. 12 of 1/- = 12 cents	...	\$6 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$12,000 \$530,000 \$26,806	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$10,000 \$82,442	\$20,102	None	...	\$60 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$221,000 Tls. 1,000,000	\$132,715	Interim of 1/4 for account 1909	...	\$72 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 697,257 Tls. 501,000	Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 80 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	Tls. 185,000	Tls. 22,518	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 127 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 15,000 \$1,000	Tls. 4,734	Tls. 6 for year ending 20.12.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$50	\$618,975	\$24,041	\$1.20 on old and 50 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$14,018	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$110 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$5	\$1	\$1,000,000	\$27,971	Interim of 3/4 for account 1909	6 1/2 %	\$93 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$26,945	\$5,771	45 cents for 1909	7 1/2 %	\$71 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$2.9	\$2 1/2 for 1909	5 %	\$27 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,522,045 Tls. 2,000,000	Tls. 122,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107.8
West Point Building Company, Limited	12,500	Tls. 50	\$50	none	\$1,958	Final of 1.8 for account 1909	8 1/2 %	\$24
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,000	1.10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 131 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$24,000	\$9,553	50 cents for year ending 31.7.08	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 31.1.06	...	Tls. 66 sellers
Laot-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 2	none	Tls. 4,829	Tls. 6 for 1909	...	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 12,172	Tls. 15,912	Tls. 5 for 1906	...	Tls. 360
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$40,000	\$648	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	\$1.20 for 1908	...	\$12 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,128	50 cents for year ended 28.2.06	...	\$62 sellers
Do. special shares	50,000	\$1	\$1	none	\$1,407	80 cents for 1909	8 1/2 %	\$81 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$100,000 \$1,000	\$1,891	\$1.20 for year ending 31.7.09	8 1/2 %	\$17 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$5,000	\$3,756	Interim of 35 cents for account 1909	10 %	\$72 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$13,000 \$5,000	\$670	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5,195	\$1 and bonus 20 cts. for year ending 29.7.09	6 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$7616	Interim of \$1 for account 1909	10 %	\$175 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$20,000	\$8790	Final of \$1 making in all \$1 for 1909	8 1/2 %	\$111 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 247,500 Tls. 21,924	Tls. 316,682	4th in erim of Tls. 12 1/2 for 1909	...	Tls. 1,000 b.
Maatshappij tot Mijnbouw op Landbouwen exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$20,000	\$ 204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13
Peak Tramways Company, Limited	25,000	\$10	\$1	none	Ps. 18,640	None	3 %	\$1.30
Peak Tramways Company (new)	50,000	\$10	\$1	none	...	...	...	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$20	none	...	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 148 ss.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	None	...	\$22 1/2 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	40 cents for year ending 31.5.09	7 %	\$48
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$172	60 cents for year ending 31.12.03	5 %	\$10 1/2 sellers
United Waterboat Company, Limited	50,000	\$10	\$10	none	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$121 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$2,615	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$12	\$500,000 \$5,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	none	...	...	...	7 1/2 buyers
<b>RUBBERS.</b>								
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	None	...	30 1/2 sales
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	Interim of 6d. for account 1909	...	...
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,400	\$11.05	45 % interim for 1909	...	\$145
Ostfield Rubber Estate, Limited	22,500	\$10	\$10	none	\$4,320	None	...	90/-
Damansara (Selangor) Rubber Co.	170,000	\$1	\$1	none	none	None	...	107 1/2
Golconda Malay Rubber Co.	180,000	\$1	\$1	none	none	None	...	nominal
Highland & Lowland Para Rubber Co. (fully paid)	181,454	\$1	\$1	none	none	None	...	nominal
Do. (contributory)	125,541	\$1	\$1	none	none	None	...	nominal
Kamusing (Perak) Rubber Tin & Co.	950,000	2 1/2	2 1/2	none	none	None	...	nominal
Do. A Shares	...	2 1/2	2 1/2	none	none	None	...	nominal
Do. B Shares	...	2 1/2	2 1/2	none	none	None	...	nominal
Kuala Lumpur Rubber Co., Limited	105,000	\$1	\$1	none	none	None	...	nominal
Linggi Plantations, Limited (ordinary)	180,000	2 1/2	2 1/2	none	1.80	20 1/2 for year ending 31.6.08	...	nominal
Do. (7 1/2 % pref.)	10,000	\$1	\$1	\$4,000	none	Interim of 40 % = 20d. for account 1909	...	nominal
Ledbury Rubber Estates, Limited	10,000	\$1	\$1	none	none	None	...	nominal
Do. (contributory)	40,000	\$1	\$1	none	none	None	...	nominal
Sagga Rubber Company, Limited	20,000	\$1	\$1	none	none	None	...	nominal
Sandcroft Rubber Company	50,000	\$1	\$1	\$20,000	\$1,275	Interim of 60 % for 1909	...	185/-
Sekong Rubber Company, Limited	50,000	\$1	\$1	none	none	None	...	150
Shelford Rubber Estate, Limited	65,000	\$1	\$1	none	2.85	3 % for 1908	...	40/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	...	57 1/2 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	\$1	\$1	none	none	None	...	57 1/2
Sungei Kaper Rubber Company	110,000	\$1	\$1	none	\$3,448	7 1/2 % interim for 1909	...	75 1/2

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, in Horse Road, in the City of Victoria, Hongkong.

Intimattors

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL 4,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

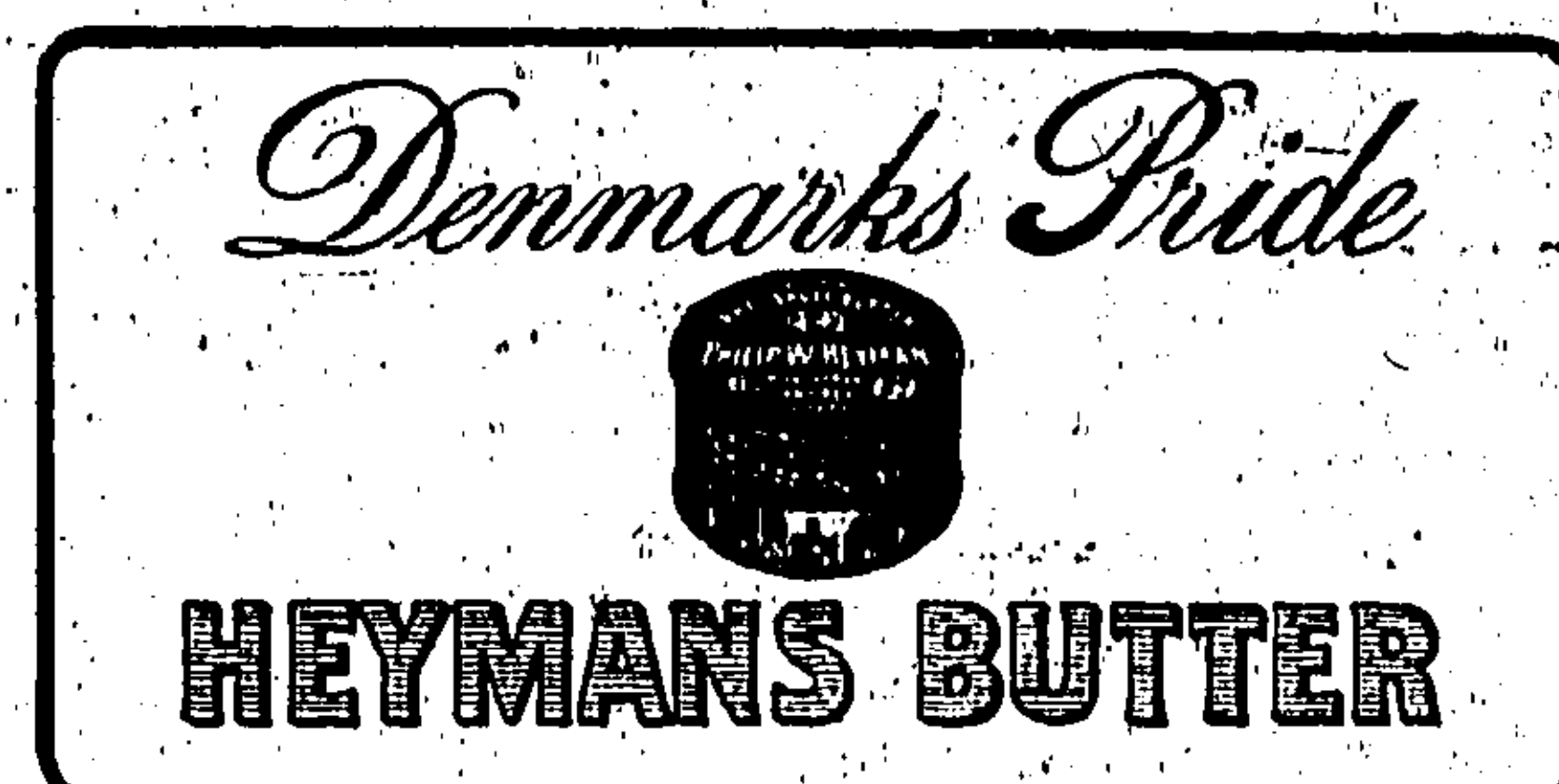
## SPECIAL BRANDS:

Pigtails, Vengeros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



SIEMSEN &amp; CO., Sole Agents.

49

## REGRET

You will NEVER if you

VISIT

MOHIDEEN &  
THAHA;

in

D'AGUILAR STREET,  
the  
NEW JEWELLERS  
AND DEALERS

in

CEYLON PRECIOUS  
STONES  
of every description, and  
other GEMS.OSMAN &  
CASUM,

1 &amp; 3, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.  
TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.Samples on application.  
Coast Port Orders carefully  
considered  
Hongkong, 6th September, 1909

LEE YEE

HAT DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,  
HONGKONG.

## MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

## MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

## NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OR

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Vaux Road,